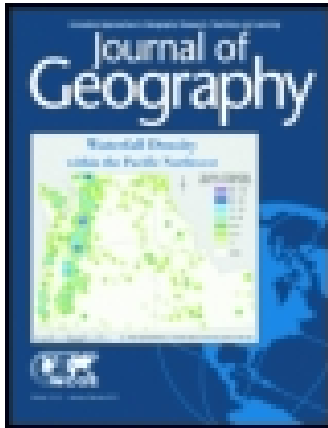


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THE PORT OF PUGET SOUND

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SEATTLE

THE Port of Puget Sound, which includes all the cities around the Sound, surpasses all other Pacific Coast ports of the United States in the volume of its commerce, ranking next after New York, New Orleans, Boston, Philadelphia, and Galveston, in the order named. This is due not merely to the immense quantity of foreign and domestic goods which naturally passes through the cities of Seattle and Tacoma, en route to the Orient or the eastern states, but to their peculiar advantages over some of the cities now ranking higher in the above list. Nearly all the cities included in the Port possesses not only great natural and agricultural resources, as yet but partially developed, but these are allied with large and rapidly increasing manufacturing interests. This last is made possible not only by the extensive neighboring coal fields and cheap fuel oil from California, but more especially by the utilization of the adjacent mountain torrents and waterfalls for the development of electric power. This is here produced in such quantity and at so low a cost as to rival any region in the world for cheapness. As yet, this resource is only beginning to be developed. Combined with the wonderful harbor facilities and nearness to the Orient, and the admirable transcontinental railway connections, the conditions are almost ideal for the development of one of the world's greatest seaports.

Imports.—Silk worth \$44,000,000, mostly in the raw stage, passed through the Port of Puget Sound in 1915, most of this through Seattle, which city is easily the leader of the cities of the Port district, not only in volume of imports and exports, but in domestic trade, manufacture, and finance. Tea, nearly \$5,000,000 worth in 1915, hemp from the Philippines, jute from India, rubber from the Straits Settlements and the Malay Peninsula, peanuts, copra, and curios are among the leading imports.

The local exports of greatest value are lumber and lumber products, canned salmon, condensed milk, wheat and flour, and fruit, especially apples. Wheat, which comes not only from eastern Washington, but from Idaho and Montana, is shipped to Japan when wheat is cheap, but more and more the manufacture of flour increases in Seattle, while the proportion of wheat exported decreases. Seattle itself produces no canned salmon or condensed milk, but as the financial and trade center of the state does an enormous business in these commodities, which go to all parts of the world. In 1914, 144,000 tons of canned salmon were handled in Seattle, while the trade in fresh halibut, herring, codfish, and salmon amounted to 27,000 tons. There is also a vast tonnage of cotton, steel and iron products, machinery, and general merchandise trans-shipped through Seattle from the southern and eastern states to the Orient.

The domestic coastwise trade is very extensive, but is especially large with Alaska, which draws her supplies of all kinds from Seattle, sending in return her salmon, furs, and gold. With the permanent opening of the Panama Canal, the coastwise trade with Atlantic Coast domestic ports will grow by leaps and bounds.

One factor, soon to be available, of great importance to Seattle as a shipping center, is the presence of Lakes Union and Washington. A ship canal is now in construction and within a few months the largest ocean going vessels may anchor in Lake Washington, where the coat of barnacles on the ships' bottoms may be removed at small expense, fresh water being fatal to these animals. The canal to Lake Washington is being built by the United States Government and King County, Washington, at a cost of \$3,625,000. The canal has one large lock and one smaller one, the former being the largest ever built on this continent, except the locks in the Panama Canal. The shore line, suitable for docks along the lakes and the present harbor is sufficient to afford ample room for all time to come.

Manufacturing.—The most important single manufacturing industry of Seattle, employing more men than any other, is the building of ships and vessels of all kinds, from a row boat to a battleship or submarine. Associated with the ship yards are the largest rope walk and dry docks on the Pacific Coast, and many large foundries, machine shops, and other metal working establishments turning out a great variety of products. Saw mills and shingle mills, sash and door factories, box factories, and other manufactures of lumber products, add much to the wealth of the city though not so important relatively in Seattle as in some other cities of the region. Here are the largest clay products plants, manufacturing jewelry plants, and shoe factory west of St. Louis, and an immense factory for making the tin cans necessary for the salmon and milk industries.

While Seattle is second among the cities of Washington in the manufacture of flour, she has the largest flour mill in the state, and with the completion of the additions now under construction will lead the state, her mills then having a daily capacity of 9,800 barrels.

The estimated population of Seattle in 1915, according to the United States Census Bureau, was over 330,000.

TACOMA

Like the other cities of the Puget Sound region, Tacoma is the outlet of a district having vast agricultural, forest, mineral, and fishing resources, and in addition is unsurpassed in harbor facilities and in possibilities as a manufacturing center. More than 100,000 horse power of electric energy is now available from the great hydro-electric plants which harness the melting-snow waters of the Cascades; it is believed that this can easily be increased to 1,000,000 horse power, affording cheap power for an incredibly great development of Tacoma as an industrial city.

Tacoma is the chief outlet for the great wheat district of the Inland Empire, and is the largest wheat shipping and flour milling point west of Minneapolis. Her mills have a daily capacity of 9,500 barrels.

Manufactures.—The value of Tacoma's annual output of flour and cereal products is \$8,000,000. The leading manufacturing industry is that of lumber and other wood products to an annual value of \$10,000,000. Dressed meat and packing house products are valued at \$5,000,000 annually; the largest car shops in the northwest are maintained here by the Northern Pacific company, and car wheel shops, machine shops, foundries, and iron works are among the city's industries. The plant having the most valuable product and certainly the one appealing most to the imagination is the great smelter, the largest west of Butte, Montana. Here are treated silver, lead, and other ores from all the states of the west and northwest, copper ores from Alaska and Peru, tin ores from Bolivia, Malaysia, and Alaska, and gold and silver concentrates from nearly all regions bordering the Pacific. The European war is responsible for the diversion of some of these South American ores from Wales to Tacoma, but it is believed that with the development of tin mines in Alaska a great tin smelting and tin-plate industry will grow up here which will permanently hold the purifying of Bolivian tin. In 1911 the value of the smelter output was \$11,709,000; since that time the smelter has been enlarged and its product is worth proportionately more.

From the Orient Tacoma receives silk, tea, matting, curios, peanuts, camphor, porcelain, jute, hemp, spices, and a vast miscellaneous list of commodities, while in return she sends in addition to the Washington exports already named, much raw cotton, machinery, and general merchandise.

A large ocean traffic is also carried on with Alaska, California, South America, and European ports. The total export business for 1911 was valued at \$25,899,628, while the total import business amounted to \$21,566,089. At the present time the volume of business is much greater but exact figures are not available.

The estimated population of Tacoma, July 1, 1915, was 104,000.

The shipping facilities of Washington, with its 2000 miles of shoreline, its great inland sea, and about 1000 miles of navigable rivers, are unsurpassed anywhere. Different lines of freight and passenger vessels connect all the larger ports of the Pacific with the railroad terminals on Puget Sound, Grays Harbor, and Columbia River. In addition to Washington products shipped from these ports, cotton, steel rails and many other articles are brought from the east and south by rail and are shipped to the different Pacific ports in return for rice, silk, hemp, fruits, and all kinds of merchandise not grown or manufactured in our own country. Hundreds of small boats ply on the waters of Puget Sound, and the various rivers, handling freight and passengers from more than 200 ports on these waters.